(ix) Automatic Original notice of the question was received in Hindiatic Dependent Surveillance and CPDLC have been installed at Delhi, Mumbai in addition to Chennai and Kolkata which are already having this system.

Engaging of private caterers by I.A.

3510. SHRI BASHISTHA NARAIN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines engages private caterers foron-board meal in their flights;

(b) if so, the names of caterers engaged in Srinagar-Delhi sector during the years, 2006 and 2007, indicating their allocations of work; and

(c) what was the summer schedule of catering in the year, 2006 in the above sector and whether the same has been changed in the year, 2007?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Indian Airlines has not engaged any caterers at Srinagar station as there is no meal upliftment from Srinagar.

(c) Lunch was served on Srinagar-Delhi Sector during the Summer Schedule. 2006. There is no change in the meal service during 2007.

Aged aircrafts operating in the country

3511. PROF. P.J. KURIEN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of aircrafts with more than 20 years of age, operating in the country, both in the private and public sectors;

(b) the details of the extra-safety measures undertaken for safe running of these old aircrafts;

(c) whether Government intend to ensure replacement of these aircrafts;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL RATEL): (a) There are 123 aircraft more than 20 years of age of which 38 are registered with the public sector operators and 85 with private operators.

(b) In order to ensure continued airworthiness of the aircraft, the manufacturers have prescribed certain documents, which require additional structural inspections, ageing aircraft repair and modification programme, corrosion prevention control programme, repair assessment programme in case of old aircraft. Directorate General of Civil Aviation (DGCA) has issued guidelines for such aged aircraft for strict compliance by the operators in the form of Civil Aviation Requirements (CAR) Section 2, Series 'F', Part X. DGCA also ensures compliance with all the requirements by closely monitoring all major components and taking corrective action whereever found necessary by regular audits and surveillance inspections of the aircraft and maintenance facilities. In addition the Certificate of Airworthiness (C of A) for aircraft beyond 20 years is to be renewed ever/ year as against 5 years for aircraft upto 10 years old.

(c) and (d) There are no stipulated regulations for replacement of the aged aircraft. An aircraft is airworthy as long as it meets airworthiness standards prescribed by DGCA. However, DGCA does not permit import of aircraft more than 15 years old for passenger services.

(e) Aircraft more than 20 years of age are also airworthy as long as there are maintained as per manufacturer's instructions and additional checks given by DGCA.

Guidelines for private carriers to fly abroad

3512. SHRIMATI SHOBHANA BHARTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether his Ministry has decided to conduct a detailed review in the first half of 2007 to examine whether there is a need to change or amend the existing guidelines on allowing private carriers to fly abroad and also cover other areas related to the growth of the sector;